

### 3.11 AESTHETICS, LIGHT AND GLARE

This section describes the existing aesthetic character of the site and surrounding area. Potential aesthetic, visual, light and glare impacts associated with the Proposed Actions and alternatives are discussed and mitigation measures are identified, as warranted.

#### 3.11.1 Affected Environment

##### Aesthetics

##### Area Context

The Tukwila South site is 498 acres of contiguous property, located along the I-5 corridor, on both the topographically flat Green River valley floor and forested western valley rise (hillside). The Green River forms the eastern boundary of the site; I-5 and Orillia Road form the western boundary of the site. The predominant visual features in this area include the I-5 corridor, the wooded western hillside, the Green River, industrial and business park development on the valley floor (in the cities of Tukwila and Kent), and significant views to Mount Rainier and the Cascade mountain range to the south and east of the site, respectively (see Figure 3.6-1 in Section 3.6, Land and Shoreline Use).

A variety of different land uses define the aesthetic and visual character of the surrounding locale (refer to Section 3.6, Land Use for a detailed description of area land uses). To the immediate north of the site, in the City of Tukwila, is a mix of retail, restaurant, entertainment and warehouse/distribution uses in a combination of strip malls, power centers and big box developments. In general, development in this area is set back from the street with surface parking lots. Farther to the north is the regional Westfield Shoppingtown Southcenter mall.

Single and multifamily residential neighborhoods are located west of I-5 and the forested western hillside, within the cities of Tukwila and SeaTac. These neighborhoods are not visible from the site. Further to the west (approximately 1.5 miles) is the SeaTac International Airport.

The aesthetic and visual character east of the site is dominated by the Green River and primarily one and two story industrial and business park uses in the cities of Tukwila and Kent. The Green River is bordered on both sides by artificially raised riverbanks (levees); scattered trees and large clusters of blackberry bushes and other non-native vegetation line the riverbanks in the vicinity of the site.

Directly south of the site, land use is primarily undeveloped, agricultural land; a portion of the area to the south of the site is designated under King County's Farmland Preservation Program. Multifamily residential development is located southwest of the site. The Pacific Gateway business/industrial park is located to the southeast in the City of Kent.

##### Site Character

In general, the shape of the site is long and narrow (approximately 1.5 miles long and 0.25 to 0.5 miles wide). Southcenter Parkway extends through the site in a north-south direction and intersects with S 178<sup>th</sup> /S 180<sup>th</sup> Street at the northern end of the site. As Southcenter Parkway crosses the jurisdictional boundary between the City and King County on the site, it converts by

name to Frager Road, which continues south along an alignment that generally follows the Green River. The site generally transitions from lower-density business park, industrial/warehouse, and commercial uses in the north to agricultural uses in the south. A small number of single family residences are scattered across the site. Southcenter Golf (driving range) and a small farm (known locally as the “llama farm”) are located in the northwest portion of the site. (Refer to Section 3.6, Land Use for additional description of the existing land uses onsite).

The business park and industrial/warehouse buildings located in the northeast portion of the site are characterized by medium and large-scale footprints, and are generally one and two stories in height, with adjoining surface parking lots. Buildings in the Segale Business Park feature concrete and glass exteriors, simple architectural character with limited articulation along the facades, and typically contain loading docks for distribution. These buildings are typical of the industrial/warehouse character in the surrounding area. Other industrial/warehouse buildings along Southcenter Parkway, including Seattle Tractor, Atlas Van Lines and Gaco Western are characterized by sheet metal and/or concrete exteriors. Commercial buildings along Southcenter Parkway, including Enterprise Rent-A-Car and Southcenter Golf, are one and two-story, wood-frame structures.

The portion of the site south of the existing flood protection barrier dike is characterized primarily by agricultural use (including corn and hay fields) and a few residential farmhouses. Watercourses in the form of linear irrigation ditches and ditched streams traverse portions of the valley floor.

The aesthetic character of the hillside portion of the site is characterized primarily by steep slopes, deciduous forest, and a few springs/seeps and forested wetland areas. There are several single-family residences located along S 178<sup>th</sup> Street near the top of the hill.

In summary, the aesthetic character of the site features a lower density, less urban form, and is shaped by a mix of industrial and agricultural uses, bounded by the Green River and the western hillside.

### Views To and From the Site

As described above, the majority of the site is located on the Green River valley floor and is characterized by low-density industrial/warehouse and business park development in the northern portion and undeveloped areas and agricultural use in the southern portion. The majority of the hillside is forested and generally appears as uninterrupted vegetated open space from the valley floor.

Views to the site from the west are limited and consist primarily of glimpses from vehicles traveling on I-5 and Orillia Road. Views to the site from I-5 and Orillia Road are, however, obscured for the most part by the topographic relief along the I-5 corridor and the dense hillside vegetation that provides a buffer between the I-5 corridor and the valley floor below. S 178<sup>th</sup> Street, S 200<sup>th</sup> Street and S 204<sup>th</sup> Street (a local access road) traverse the site in an east-west direction and provide some views of the site. The view looking east from the top of S 178<sup>th</sup> Street to the valley floor below includes the building rooftops within the Segale Business Park, the developed valley floor further to the east in the City of Kent and Mt. Rainier in the distance. The view looking east from the highest point along S 200<sup>th</sup> Street towards the valley floor includes narrow swaths of the site on either side of the roadway (primarily in agricultural use),

the developed valley floor further to the east, and the Cascade Range in the distance. Views to the north and south from these hillside viewpoints are mostly obscured by the existing tree canopy and hillside vegetation. Several residences located on the hillside in proximity to S 204<sup>th</sup> Street have uninterrupted views of the southern portion of the site, which currently features undeveloped open space and agricultural use. Mt. Rainier and the Cascade mountain range are visible in the distance from each of these hillside viewpoints.

From the east, the valley floor portions of the site and the western hillside are visible from the Green River Trail, Briscoe Park, and warehouse/industrial and business park development adjacent to and east of the Green River in the City of Kent. Areas further to the east have distant views of the western hillside.

Views of the site from the north are comprised mostly of the Segale Business Park, which is visible from land uses adjacent to and north of S 180<sup>th</sup>. Vehicles traveling south on Southcenter Parkway view the transition of the site from business park, industrial/warehouse, and commercial uses in the north to agricultural uses in the south.

Views of the site from the south are from S 200<sup>th</sup> and S 204<sup>th</sup> Streets (which cross the south end of the site in an east-west direction) and scattered residences; looking north towards the site, agricultural fields and the Green River are the predominate visual features. Vehicles traveling north on Frager Road/Southcenter Parkway view the transition of the site from agricultural use to the business park, industrial/warehouse, and commercial uses in the northern portion of the site.

As described above under Area Context, the predominant visual features in the site area include the I-5 corridor, the forested western hillside, the Green River, light industrial and business park development on the valley floor (in the cities of Tukwila and Kent), and views to Mt. Rainier and the Cascade mountain range to the southeast and east of the site, respectively. In general, views from the site to I-5 are limited and obscured by the forested hillside and the alignment of I-5 along the top of the hillside. The Green River meanders along the eastern boundary of the site; however, the flat topography and the artificially raised river banks prevent direct views of the river from most locations onsite. The exception to this are views of the river from an existing trail segment that extends from S 204<sup>th</sup> Street to S 200<sup>th</sup> Street along the west bank of the river. The flat topography of the valley floor allows mostly uninterrupted views of buildings located adjacent to and east of the Green River, developed primarily in light industrial and business park uses. As indicated, on clear days, Mt. Rainier and the Cascade mountain range are visible from all areas of the site.

### *View Analysis Locations*

Six locations representative of the primary views of the site were identified for the purpose of depicting existing conditions and determining potential visual impacts. These views were chosen because they represent “entrance” views to the site from the north and south, views from public parks and recreational resources near the site, and two onsite views that would experience modification due to the proposed infrastructure network (realignment of S 178<sup>th</sup> Street and expansion of Southcenter Parkway). The six view analysis locations, depicted in Figure 3.11-1, are discussed below. Existing views from these six locations are also discussed, and are shown in Figures 3.11-2 through 3.11-7.



## View Point Locations

1

**View 1**  
Located 500' north of the intersection of Southcenter Parkway and S 180th Street; on the east side of Southcenter Parkway.

2

**View 2**  
Located 100' east of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the north side of Segale Park Drive "C".

3

**View 3**  
Located 100' east of the Green River Trail within Briscoe Park.

4

**View 4**  
Located 100' north of S 200th Street along the Green River Trail.

5

**View 5**  
Located 100' east of the intersection of Orillia Road and S 200th Street; on the south side of S 200th Street.

6

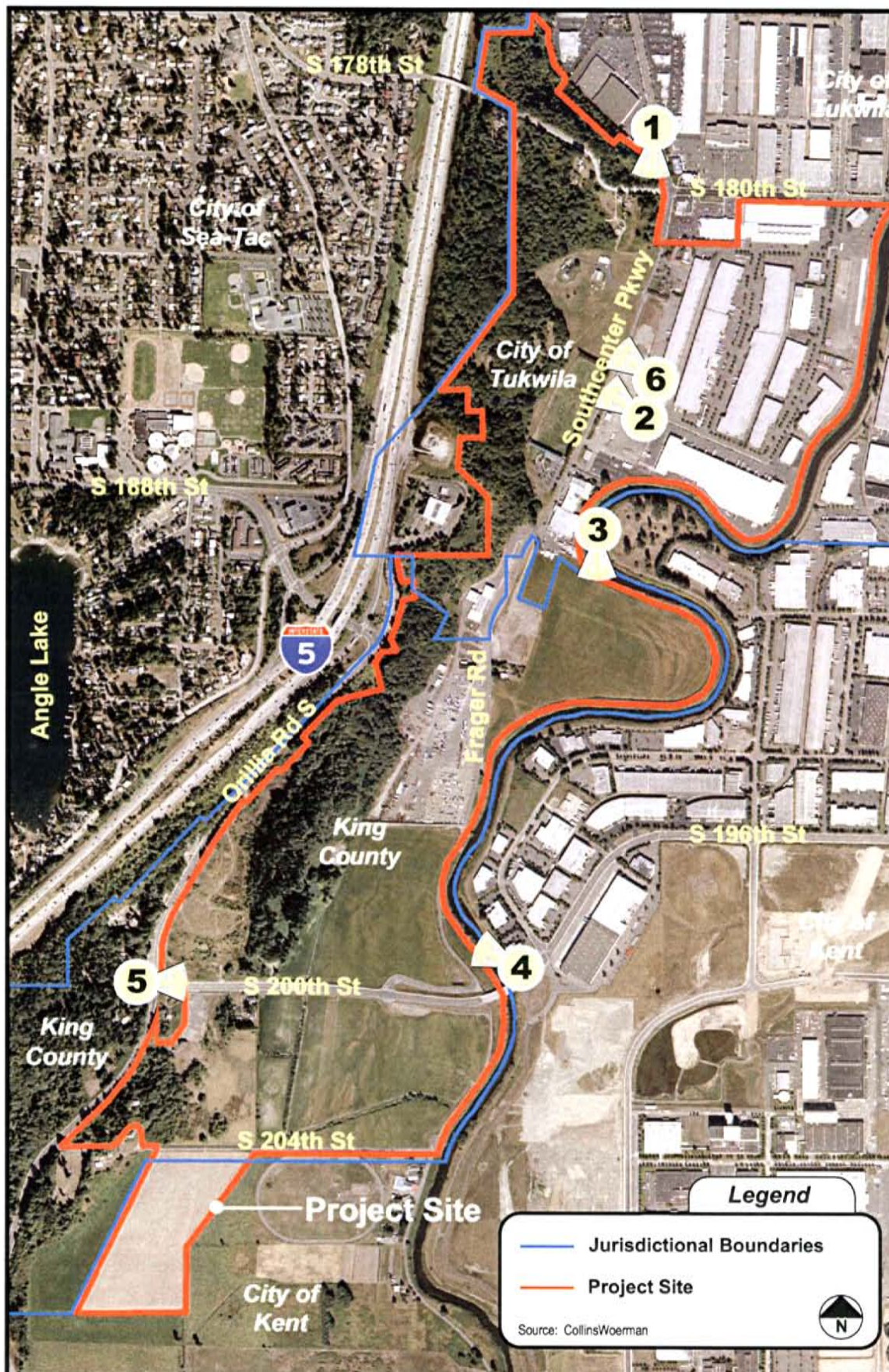
**View 6**  
Located 200' east of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the east side of Southcenter Parkway.

### Legend

— Jurisdictional Boundaries

— Project Site

Source: CollinsWoerman







Looking South: Located 500' north of the intersection of Southcenter Parkway and S 180th Street; on the east side of Southcenter Parkway.

Source: CollinsWoerman



Figure 3.11-2  
View 1

Tukwila South  
Project EIS





Looking West: Located 100' north of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the north side of Segale Park Drive "C".

Source: CollinsWoerman



Figure 3.11-3  
View 2

Tukwila South  
Project EIS





Looking South: Located 100' east of the Green River Trail  
within Briscoe Park.

Source: CollinsWoerman



Figure 3.11-4  
View 3

Tukwila South  
Project EIS





Looking West: Located 100' north of S 200th Street  
along the Green River Trail.

Source: CollinsWoerman



Figure 3.11-5  
View 4

Tukwila South  
Project EIS





Located 100' east of the intersection of Orillia Road and S 200th Street; on the south side of S 200th Street.

Source: CollinsWoerman



Figure 3.11-6  
View 5

Tukwila South  
Project EIS





Located 200' east of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the east side of Southcenter Parkway.

Source: CollinsWoerman



Figure 3.11-7  
View 6

Tukwila South  
Project EIS



**View 1.** View 1 represents the northern entrance to the project site. The view looks south from a point 500 feet north of the intersection of Southcenter Parkway and S 180th Street, on the east side of Southcenter Parkway, near the northern site boundary. The view includes primarily one-story retail development with parking between the buildings and the street. Street landscaping and planting strips are also visible. The view also includes the forested hillside west of the site (see Figure 3.11-2).

**View 2.** View 2 represents an on site location looking northwest, within the northern portion of the site. The view looks northwest from 100 feet east of the intersection of Southcenter Parkway and Segale Park Drive C, on the north side of Segale Park Drive C. This view currently includes the “llama farm” and forested slopes west and south of the farm (see Figure 3.11-3).

**View 3.** View 3 represents a view to the site from Briscoe Park, a public park in the City of Kent. The view looks south from within Briscoe Park, 100 feet east of the Green River, across the river from the central portion of site. The view includes the flat river valley and various low-rise business park buildings located in the City of Kent in the distance. The hillside at the western edge of the valley is visible in the distant background at the right of the view (see Figure 3.11-4).

**View 4.** View 4 represents a view to the site from the Green River Trail, a public trail that is part of King County’s regional trail network (this portion of the trail is located in the City of Kent). This view looks northwest from the Green River Trail, 100 feet north of S 200<sup>th</sup> Street, toward the southern portion of the site. The view includes the Green River and is dominated by agricultural fields and the vegetated riverbank, with the onsite forested hillside at the west edge of the valley in the background (see Figure 3.11-5).

**View 5.** View 5 represents the southern entrance to the project site. The view looks east from 100 feet east of the intersection of Orillia Road and S 200th Street, on the south side of S 200<sup>th</sup> Street. The view is dominated by S 200<sup>th</sup> Street and also includes a small vegetated hill on the site to the north of S 200<sup>th</sup> Street. Agricultural uses both north and south of S 200<sup>th</sup> Street are also visible in the distance (see Figure 3.11-6).

**View 6.** View 6 represents an on site location looking northwest, within the northern portion of the site. The view looks northwest from 200 feet east of the intersection of Southcenter Parkway and Segale Park Drive C, on the east side of Southcenter Parkway. This view currently includes the “llama farm” that currently occupies the lower slope of the hillside, and the forested area to the west of the farm (see Figure 3.11-7).

## **Light and Glare**

Existing sources of light and glare on the site include land uses in the northern and central portions of the site including the Segale Business Park, the Southcenter Golf driving range, and other industrial/warehouse and commercial buildings along Southcenter Parkway. No significant sources of light and glare are present in the southern portion of the site which is currently in agricultural use.

The existing Segale Business Park produces some light typical of office and light industrial development, including exterior building lighting and lighting associated with parking areas.

Building exteriors are generally non-reflective. The Southcenter Golf driving range employs lighting after dark to facilitate its evening business hours. Other buildings onsite produce limited light and glare from exterior building and parking lot lighting. Light and glare from these uses is somewhat noticeable from onsite roadways, portions of the Green River trail, and from residences located in the area. Vehicle lights on roadways within the site, including S 178<sup>th</sup> Street, Segale Park Drive C, Andover Park West, Southcenter Parkway/Frager Road, S 200<sup>th</sup> Street and S 204<sup>th</sup> Street, are a source of light in evening and nighttime hours. Due to topographic conditions and existing vegetation, the site currently has no potential to generate glare that would be visible to drivers on I-5.

Major sources of light and glare in the vicinity of the site are associated with retail and restaurant uses and roadways north of the site, and vehicles traveling on area roadways, including Orillia Road and S 180<sup>th</sup> Street, and the offsite segments of Southcenter Parkway and Andover Park West. Existing light and glare from offsite areas is associated with exterior building lighting, parking area lighting, street lighting, and vehicle headlights.

### 3.11.2 Impacts

This section describes changes to the aesthetic character of the built environment that could occur, based on the Proposed Action and Alternatives. As explained in Chapter 2 of this Draft EIS, Alternatives 1 and 2 assume development of specific infrastructure features, including the expansion of Southcenter Parkway, realignment of S 178<sup>th</sup> Street, and construction of temporary and permanent stormwater facilities. These features are part of the proposed Master Plan under Alternatives 1 and 2. However, there is no specific or preferred plan for building development for the site at this time. For purposes of this EIS, two development scenarios have been formulated that represent different land use intensities and densities that the site could accommodate over time. A third scenario, the No Action Alternative, represents what would likely occur on the site, if the Proposed Actions are not approved and implemented. This third scenario also does not represent a specific building plan.

In order to conduct an analysis of impacts to aesthetic conditions on the site and in the site vicinity, assumptions have been made regarding certain characteristics of the alternatives, including the potential mix of uses, building heights, densities, and parking assumptions (refer to Chapter 2, Description of the Proposed Actions and Alternatives). Changes in aesthetic conditions under both Alternatives 1 and 2 and the No Action Alternative would occur incrementally over a 25-year buildout period. The timing and specific building characteristics of future development would be governed by the Master Plan, adopted development standards for the Tukwila South area and the Development Agreement, and would be influenced by market conditions.

### **Alternatives 1 and 2**

Under the proposed Master Plan, the site would change incrementally over the 25-year buildout period from an area of low-density industrial and agricultural uses to a mixed-use, medium to high density urban character.



## Infrastructure Development Phase

Infrastructure development under Alternatives 1 and 2 would include the expansion of Southcenter Parkway through the site along the base of the hillside, realignment of S 178<sup>th</sup> Street on the hillside in the northwest portion of the site, mass site grading to establish suitable site grades, construction of temporary and permanent stormwater management systems, relocation of the flood protection barrier dike, and rehabilitation and restoration of three natural habitat areas. As the infrastructure features assumed under Alternatives 1 and 2 would be the same, changes in aesthetic conditions during this phase would also be the same.

### Aesthetics

The infrastructure development phase of Alternatives 1 and 2 would represent the framework for transition of the site from its industrial and agricultural character to a site that would support a more diverse and dense urban character. Development of infrastructure (major roads, stormwater facilities, etc.) on the site would result in some changes to the site's aesthetic character.

This phase would also include the creation of the Green River Off-Channel Habitat Restoration Area, the new Johnson Creek channel in a more natural-looking alignment (as compared to existing Johnson Ditch), and rehabilitation of wetlands. Under existing conditions, the specific locations of these proposed features represent natural environments with limited aesthetic benefit. The location of the proposed off-channel habitat area is primarily covered with blackberry bushes. The existing Johnson Ditch is a man-made channel near the site's southern boundary, and the existing wetlands that would be rehabilitated are currently in agricultural use, appearing similar to other agricultural fields on the site.

Initial changes to the site's character would include mass grading along portions of the hillside in the western portion of the site. Work in the northern portion of the site would include expansion of Southcenter Parkway to five lanes with nine-foot sidewalks on both sides, and a landscaped median along portions of the roadway and the realignment of S 178<sup>th</sup> Street across the hillside. (The location of the proposed realignment of S 178<sup>th</sup> Street at full buildout is depicted in Figure 3.11-2); a plan view of the S 178<sup>th</sup> Street realignment relative to the topography of the hillside in the northwest portion of the site is shown in Figure 2-9 in Chapter 2).

The small amount of existing agricultural and recreational uses in this portion of the site, including mowed areas associated with Southcenter Golf and a small farm, would be eliminated and replaced by the new Southcenter Parkway alignment and graded areas. Following mass site grading, the graded portions of the site would be planted to prevent erosion of soils; this planting would be interim and would be replaced by ultimate building development and landscaping during the full buildout phase. Prior to building development, these graded areas would appear as low-scale, planted areas (grass areas). Excavation for the realigned S 178<sup>th</sup> Street and the north detention pond (see Figure 2-9) would create the most notable visual change within the northern portion of the site.

The southern portion of the site would also be affected by the improvement to Southcenter Parkway to S 200<sup>th</sup> Street, the construction of stormwater facilities and the relocation of the existing flood control barrier dike at S 196<sup>th</sup> Street to S 200<sup>th</sup> Street. These infrastructure features would alter the appearance of the landscape to a slight degree. Further, with the exception of wetland areas to be preserved, agricultural fields in the southern portion of the site

would be cleared as part of mass site grading, and would be planted to prevent soil erosion until ultimate building development and landscaping occurs.

During the infrastructure phase, the aesthetic character of the site would be typical of a site under construction. Agricultural fields would be eliminated, though buildings, onsite roads and landscaping would not yet be established. These aesthetic conditions would be temporary. The infrastructure development phase would not significantly alter the character of the site. It could be perceived that completion of the proposed Green River Off-Channel Habitat Restoration area, new Johnson Creek stream channel, and wetland rehabilitation would result in improvements to aesthetic conditions at their specific locations by restoring and enhancing the quality of the natural environment.

Views across the site from the western hillside would change to feature graded areas. No mountain views would be blocked. Views to the site from the north would include the new roadways and graded areas. The realignment of S 178<sup>th</sup> Street would result in changes in offsite views from the east to the hillside; however, given the ongoing presence of buildings in the Segale Business Park and the retention of a substantial portion of the western hillside, views from the east would not change significantly. During infrastructure development, the Green River and I-5 would continue as the predominant visual features in the area.

### Light and Glare

Construction could include some added light and glare during morning and late afternoon/early evening hours for construction that would occur during winter months. During evening hours, lights associated with construction activities could potentially be seen from adjacent areas, including agricultural and open space areas to the south. Construction lights in the southern and western portions of the site could temporarily affect wildlife.

During infrastructure development, there would be some relocation of light and glare associated with vehicles due to the relocation of S 178th and Southcenter Parkway. The existing, limited amount of light and glare associated with vehicles on Frager Road on the site would be relocated to the extended Southcenter Parkway at the base of the hillside in the western portion of the site. Other than these two roadways, no new sources of light and glare would be generated during the infrastructure phase.

### **Full Buildout**

Full buildout of Alternatives 1 and 2 would include development of buildings and additional onsite roads, emphasizing campus-style research and office uses, and also including retail, restaurant, hotel and multifamily residential uses. As described above, there is no specific development plan for buildings on the site under the alternatives (including specific building locations, sizes and designs); the actual mix of uses, densities and locations of uses could differ from that assumed in this Draft EIS. The specific location, size and design of buildings would be dependent on the uses proposed, applicable development standards and market conditions. Additionally, as discussed above, changes in the aesthetic and light and glare conditions of the site and site vicinity would occur incrementally as buildings are developed over time.



## Aesthetics

### *Site Character*

At full buildout, Alternatives 1 and 2 would change the aesthetic/visual character of the site from its existing low-density industrial and agricultural character to a mixed use urban character. As described above, full buildout of the site would occur over a 25-year period; therefore, changes in site character would occur incrementally. At full buildout, approximately 75 percent of the site would be developed in a mix of uses, and approximately 20 to 25 percent of the site would be retained in natural and newly landscaped area, providing visual relief and filtering views of built areas, both from within the site and from adjacent areas. Of this area, approximately 99 acres (20 percent of the site) would be in preserved natural areas (i.e., portions of the western hillside, wetland areas, new Johnson Creek, Off-Channel Habitat Restoration area).

The aesthetic character of the site would be organized around a combination of campus-type research and office environments and districts. It is assumed that districts would include a mix of other uses such as retail, residential, hotel and recreational uses; to be consistent with a “campus” design, building placements would frame organized open spaces (such as plazas and public gathering places). There would be pedestrian-oriented circulation systems, and vehicular circulation would be simplified, with fewer roads and access points, in comparison to a more traditional industrial and retail pattern. Additionally, building design, construction, and materials would be coordinated through comprehensive design principles. The quality of building design would likely be substantially higher as compared to existing conditions.

As called for in the proposed Master Plan, the proposed development concept would feature public and private amenities, such as urban plazas and courtyards, landscaped open space areas, and pedestrian/bicycle pathways that would link the campus to adjacent areas, and potentially to the trail system on the east side of the Green River. The campus could feature notable “gateways,” visual features designed to enhance the aesthetic character and define the distinct districts within the site, at its entrance points.

The architectural scale of the majority of the campus would generally be low-rise to mid-rise with both surface and structured parking; it is possible that building heights in certain portions of the site (in the denser areas) could reach eight to ten stories under Alternative 1, or six to eight stories under Alternative 2. The overall scale and intensity of Alternative 1 would be greater than Alternative 2, and could result in a more urban character.

Natural and landscaped open space on the site would contribute to the changed aesthetic character of the site. Under the proposal, approximately 20 to 25 percent of the site would be in some form of open space (approximately 20 percent of the site would be in preserved natural areas). This would include retained, enhanced and rehabilitated sensitive areas (including the proposed Green River Off-Channel Habitat Restoration Area, the new Johnson Creek stream channel and rehabilitation of several degraded wetlands), retained portions of the hillside, as well as newly landscaped areas around buildings, and plazas, courtyards and paths. These open space features would be intended to maintain aesthetic compatibility with adjacent residential and agricultural areas to the south, by providing a buffer between areas to the south of the site and the more intensely developed areas of the site.

To illustrate the representative aesthetic character of potential campus-style research/office development at the site, a character sketch was prepared. Figure 3.11-8 represents an example of the type of campus-style development that could occur under the proposed Master Plan. As shown in Figure 3.11-8, development would be organized around courtyards and plazas, which would provide landscaped and hardscaped gathering spaces for pedestrians. Represented buildings are five stories connected by a series of pedestrian pathways. The sketch illustrates a more urban character than exists on the site at present.

On an overall basis, the character of the site would be transformed to a denser, taller and more urban environment, with more pedestrian activity throughout the campus(es). Given the existing, predominantly industrial and undeveloped/agricultural character of the site, changes to visual/aesthetic conditions would be substantial over time.

Three drawings representing cross sections of the site under Alternatives 1 and 2 were also prepared, to illustrate changes from existing conditions (these sections are for illustrative purposes only and are not intended to reflect definitive plans/uses). Figure 3.11-9 depicts a cross section through the southern portion of Planning Area B (see Figure 2-3) in the northern portion of the site, from an area east of Southcenter Parkway through the realigned corridor of S 178<sup>th</sup> Street. As shown in the figure, site grades would be substantially different due to the proposed excavation for the road and stormwater facilities. The hillside on either side of S 178<sup>th</sup> Street would still be a prominent aesthetic feature.

Figure 3.11-10 depicts a cross section through Planning Area B north of the location of the proposed stormwater pond under Alternative 1, from an area east of Southcenter Parkway through the realigned corridor of S 178<sup>th</sup> Street. As shown in the figure, site grades would be substantially different between Southcenter Parkway and the location of S 178<sup>th</sup> Street on this section, due to proposed excavation to establish suitable site grades for development between the Parkway and the hillside. West of where the S 178<sup>th</sup> Street alignment crosses this section, the hillside grade would remain generally similar to the existing condition, with some modifications to allow for potential multifamily residential development and internal roadways. As in the section south of the stormwater pond, the hillside on either side of S 178<sup>th</sup> Street would remain a prominent aesthetic feature (refer to Figure 2-9 in Chapter 2 for a plan view depiction of proposed grading in the northeast portion of the site).

Figure 3.11-11 depicts a cross section through Planning Area F in the central portion of the site, from an area east of the Green River (Briscoe Park in the City Kent) to the hillside. This cross section is intended for illustrative purposes only and is not intended to identify definitive uses in this portion of the shoreline zone or within other areas of the shoreline zone onsite. This section depicts the three shoreline environments defined under the City of Tukwila's Shoreline Master Plan and a possible relationship of the shoreline to the western hillside following development (see Section 3.6, Land and Shoreline Use, for a discussion of future shoreline uses and Section 3.7, Relationship to Plans and Policies, for a discussion of the consistency of the project with the City of Tukwila's Shoreline Management Plan). In this particular cross section, the River environment would consist of the levee; the Low Impact environment would include a secondary north-south roadway; and the High Impact environment would include landscaped area and research/office development. This portion of the site would change to a more urban character.

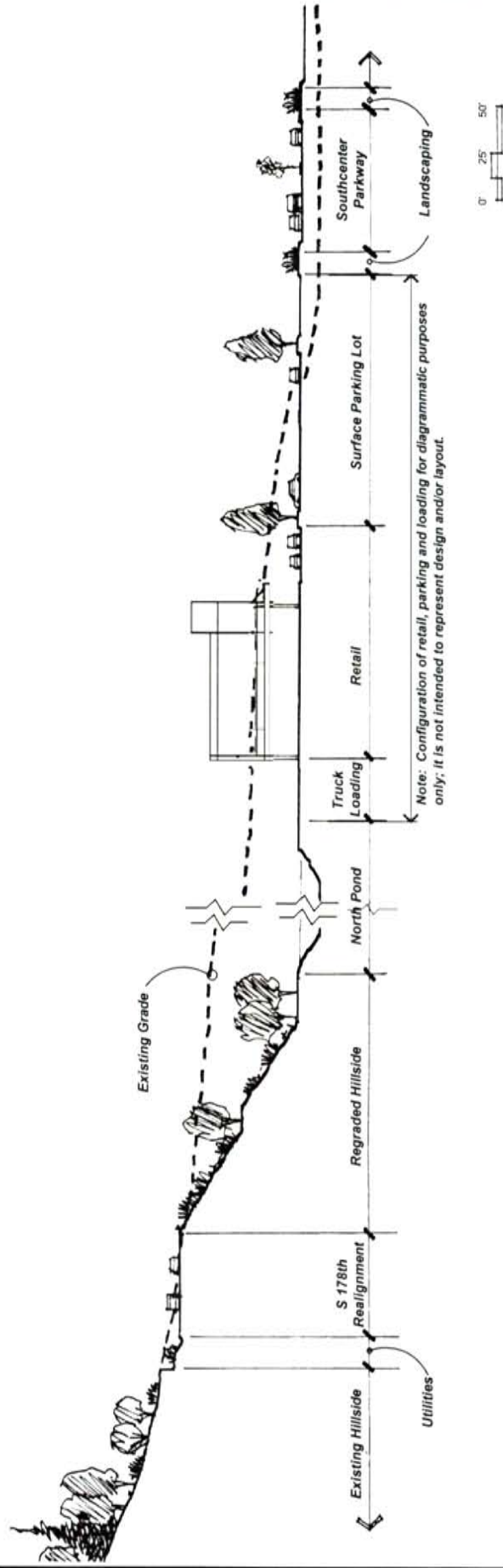




Source: CollinsWoerman

**Figure 3.11-8**  
**Campus Environment**

**Tukwila South**  
**Project EIS**

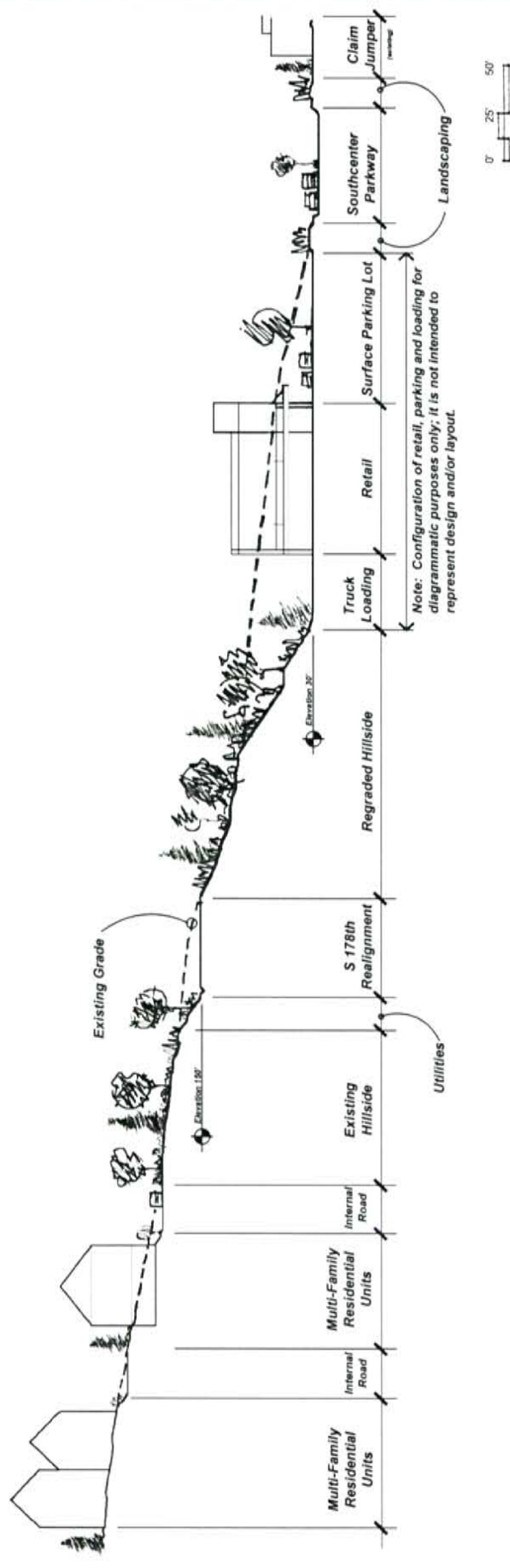


Source: CollinsWoerman / Goldsmith



Figure 3.11-9  
Section Through Planning Area "B" (Alternatives 1 & 2)



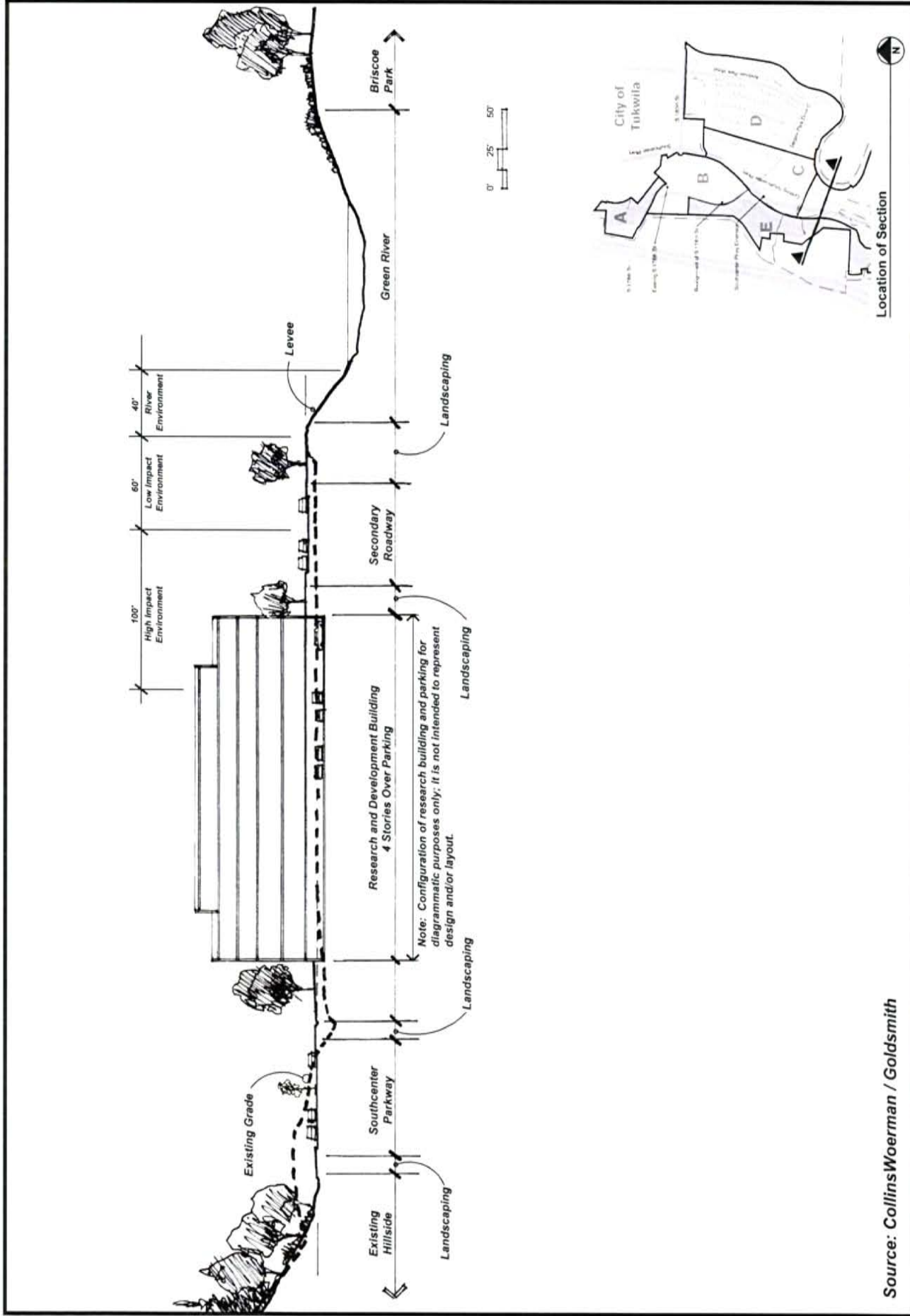


Source: CollinsWoerman / Goldsmith



# Section Through Planning Area "B"- North of Stormwater Pond (Alt. 1)

## Tukwila South Project EIS



Source: CollinsWoerman / Goldsmith



Figure 3.11-11  
Section Through Planning Area "F" (Alternatives 1 & 2)

Tukwila South  
Project EIS



### *Views to and From the Site*

Under Alternatives 1 and 2, views in the site vicinity would be altered; however, views would still be dominated by I-5, the Green River, and distant views of Mount Rainier and the Cascades. The forested hillside to the west would remain as a major visual feature. During full buildout, additional visual alteration of the hillside would occur as areas near the realigned S 178<sup>th</sup> Street and in the southern portion of the site (Planning Area G; see Figure 2-3) are developed. Much of the hillside (62 acres) would be preserved as open space. (Figure 2-7 in Chapter 2 shows the areas of the hillside that would be preserved and areas that would be graded under the proposed Master Plan.)

Views to the site from areas to the west would include new development on the valley floor and would change substantially from existing conditions. These views would reflect an urban, mixed-use development interspersed with landscaped and natural areas; however, given the topography (the elevation of the hillside), distant views to Mt. Rainer and the Cascades from I-5 and other public roads, or from private residences, would be not impacted by development.

Views to the site from the north would also change with new building development; under existing conditions these views at the site include industrial and business park uses. In the shorter term (through 2015), retail development in this portion of the site could take a more traditional form (resembling what currently exists in the Tukwila area) with surface parking lots. In the longer term, retail and mixed-use development in this portion of the site would likely reflect a more urban, form of development, with plazas and green spaces and features designed to create an environment conducive to pedestrians. Surface parking lots would likely be converted to structured parking facilities; retail areas would represent a more “urban village” character. The density and intensity of the northern portion of the site would increase over existing conditions.

From the east, including from Briscoe Park and the Green River trail, views to the site would include the Green River levee, new campus-style building development, and new landscaped areas, as opposed to the riverbank, agricultural fields and industrial uses under existing conditions. Views to the hillside would be more limited from some locations east of the site due to intervening buildings that would be constructed during full buildout. The hillside contours would change somewhat, especially in the location of the realigned S 178<sup>th</sup> Street (refer to Figures 3.11-9 through 3.11-11 for cross-sections of the hillside and Figures 3.11-14 and 3.11-21 for depictions of views to the hillside under Alternatives 1 and 2).

From the south, views would change substantially from existing agricultural uses to a mix of uses at urban densities; rehabilitated wetland areas and the relocated flood protection barrier dike would be present in the foreground of views from the south.

### *View Analysis Locations*

A view analysis was conducted for full buildout at six specific locations representing “entrance” views to the site from the north and south, views from public parks and recreational resources near the site, and two onsite views that would experience modification due to the proposed infrastructure network (realignment of S 178<sup>th</sup> Street and expansion of Southcenter Parkway). See Figure 3.11-1 for a map showing the location of the five view analysis locations, and Figures 3.11-2 through 3.11-7 for the existing views at these locations.

The potential views at full buildout under Alternatives 1 and 2 are represented in Figures 3.11-12 through 3.11-21. These figures are intended to represent potential changes in views, and should not be considered definitive building designs. As described above, there is no specific development plan for buildings on the site at this time; therefore, actual building heights, designs and locations would be determined in the future based on adopted development standards and market conditions.

**View 1.** View 1 represents the northern entrance to the site. Under Alternatives 1 and 2, one-story retail development with a small amount of parking between the buildings and the street is represented in the foreground. Six to 8-story buildings would be visible in the distance; mid-rise buildings would be visible under Alternative 1 and low-rise buildings would be visible under Alternative 2. Under both Alternatives 1 and 2, the forested hillside west of the site would continue to be visible (see Figures 3.11-12 and 3.11-13). Given the existing retail development along Southcenter Parkway, no major changes in the visual character of this northern entrance would result.

**View 2.** View 2 represents views from an onsite location looking west, within the northern portion of the site. The view would change from a small farm and forested hillside to a two-lane urban street with on-street parking, sidewalks, and single-story retail uses along both sides, and a more limited view of the hillside in the background. The character of this view is intended to represent an urban retail district (on-street parking, with stores fronting on the street). The new alignment of S 178<sup>th</sup> Street, where it climbs the hillside, would be visible in the background. The view and character would be the same under Alternatives 1 and 2 (see Figure 3.11-14).

**View 3.** View 3 represents a view to the site from Briscoe Park, toward the central portion of site. The view would change to include an urban, campus-style buildings of 4 to 8 stories under Alternative 1 and 2 to 6 stories under Alternative 2. Under existing conditions, this view is of an open field with various low-rise buildings visible in the distance (see Figures 3.11-15 and 3.11-16). The character of the view from Briscoe Park across the site would be substantially modified by development.

**View 4.** View 4 represents a view to the site from the Green River Trail (on the east side of the river), toward the southern portion of the site. This view represents the location of the proposed Green River Off-Channel Habitat Restoration Area immediately to the west. The view would change from one of the vegetated riverbank to a restored, natural habitat area adjacent to the river, including both an open water area and restored riparian corridor (riverbank). Campus-style building development would be the predominant visual feature; in this view, development would be set back a minimum of 100 feet from the river. Under Alternative 1, campus-style development would include 4 to 8-story buildings visible from this viewpoint; 2 to 6-story buildings would be visible under Alternative 2 (see Figures 3.11-17 and 3.11-18). This view represents a major change in scale at this location of the site.

**View 5.** View 5 represents the southern entrance to the site. This view would change to include one-story retail development proximate to both sides of S 200<sup>th</sup> Street, associated parking between the buildings and the street, and landscaping. The small vegetated hill on the site to the north of S 200<sup>th</sup> Street would be visible behind the retail development. A taller research/office building under Alternative 1, and a somewhat lower building under Alternative 2, would be visible behind the retail development on the north side of S 200<sup>th</sup> Street at the edge of this view (see Figure 3.11-19 and 3.11-20). A new visual gateway to the site would be



Looking South: Located 500' north of the intersection of Southcenter Parkway and S 180th Street; on the east side of Southcenter Parkway.

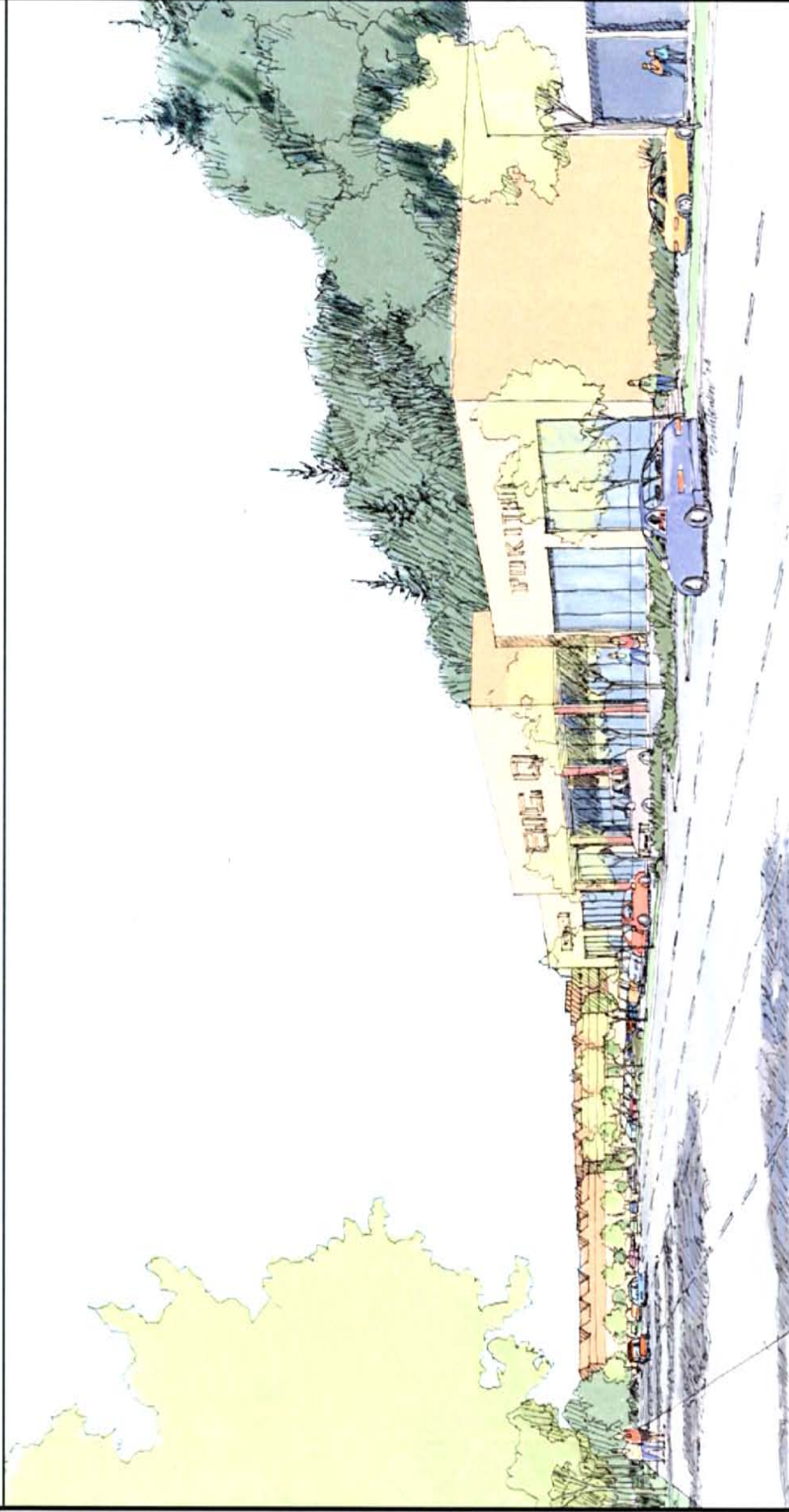
Source: CollinsWoerman



Figure 3.11-12  
View 1: Alternative 1

Tukwila South  
Project EIS





Looking South: Located 500' north of the intersection of Southcenter Parkway and S 180th Street; on the east side of Southcenter Parkway.

Source: CollinsWoerman



Figure 3.11-13  
View 1: Alternative 2

Tukwila South  
Project EIS



Looking West: Located 100' north of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the north side of Segale Park Drive "C".

Source: CollinsWoerman



Figure 3.11-14  
View 2: Alternatives 1 & 2

Tukwila South  
Project EIS





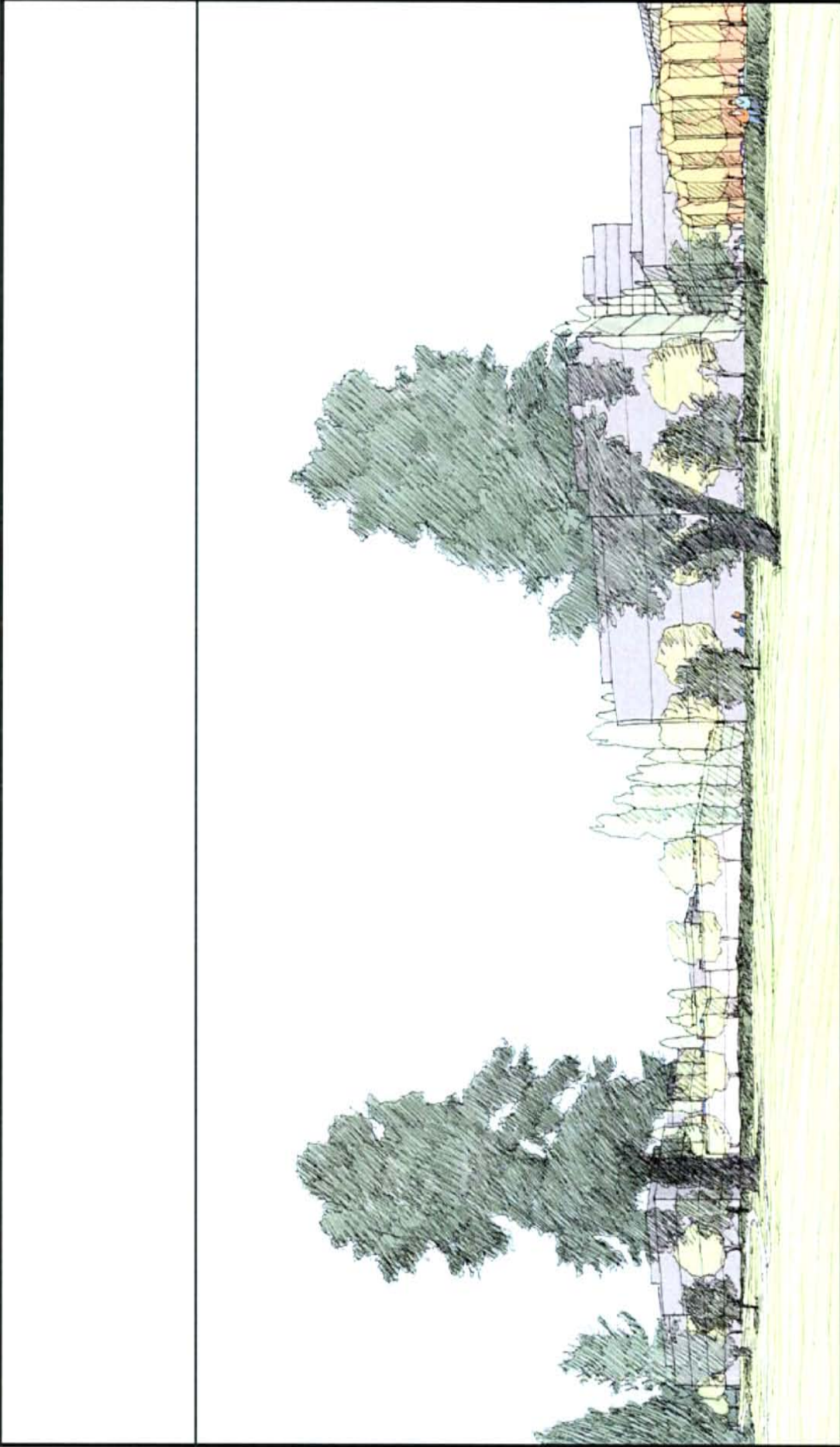
Looking South: Located 100' east of the Green River Trail  
within Briscoe Park.

Source: CollinsWoerman



Figure 3.11-15  
View 3: Alternative 1

Tukwila South  
Project EIS



Looking South: Located 100' east of the Green River Trail  
within Briscoe Park.

Source: CollinsWoerman



Figure 3.11-16  
View 3: Alternative 2

Tukwila South  
Project EIS





Looking West: Located 100' north of S 200th Street  
along the Green River Trail.

Source: CollinsWoerman

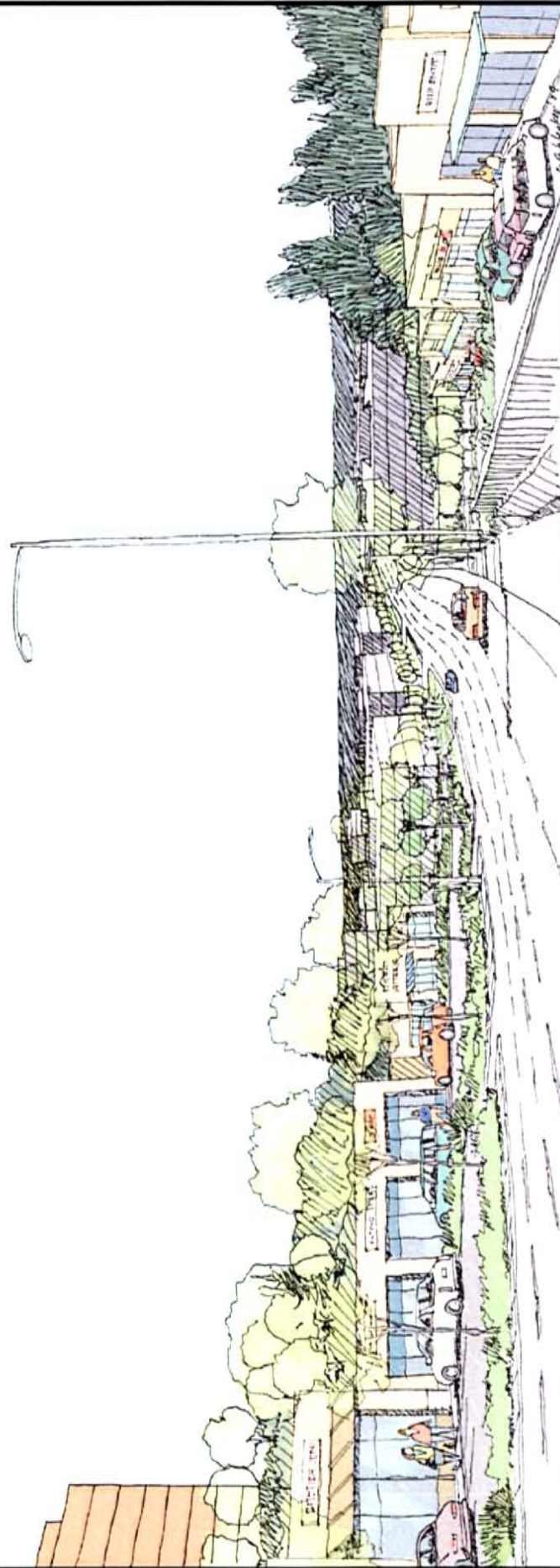


Figure 3.11-17  
View 4: Alternative 1

Tukwila South  
Project EIS

|  |   |  |  |
|--|---|--|--|
|  |  | <p>Looking West: Located 100' north of S 200th Street<br/>along the Green River Trail.</p> <p>Source: CollinsWoerman</p> | <p><b>BLUMEN</b><br/>CONSULTING<br/>GROUP, INC.</p> <p>Figure 3.11-18<br/>View 4: Alternative 2</p> <p>Tukwila South<br/>Project EIS</p> |
|--|---|--|--|





Located 100' east of the intersection of Orillia Road and S 200th Street; on the south side of S 200th Street.

Source: CollinsWoerman



Figure 3.11-19  
View 5: Alternative 1

Tukwila South  
Project EIS





Located 100' east of the intersection of Orillia Road and S 200th Street; on the south side of S 200th Street.

Source: CollinsWoerman



Figure 3.11-20  
View 5: Alternative 2

Tukwila South  
Project EIS

established, representing a change in view from undeveloped, agricultural land to urban development.

**View 6.** View 6 represents views from an onsite location looking west, within the northern portion of the site. The view would change from a small farm and forested hillside to include: a two-lane urban street with on-street parking, sidewalks, and single-story retail uses along both sides; the realigned S 178<sup>th</sup> Street where it climbs the hillside from south to north (across the view); the modified hillside; and, potential multifamily housing on the hillside in the right portion of the view, which would be somewhat screened by hillside vegetation (see Figure 3.11-21).

In conclusion, the visual and aesthetic character of the site at full buildout of Alternatives 1 and 2 would change substantially from existing conditions. The character of the site would transition from an agricultural, industrial and undeveloped area, to an urban, campus-style area. The site would also include restored and rehabilitated natural areas, natural open space and new landscaped areas that would provide visual relief to soften the aesthetic changes. The aesthetic character of Alternative 1 would be of a higher density, urban environment; Alternative 2 would be at a somewhat lower scale and density, but would still represent an urban environment. It is likely that the aesthetic quality of future building design would improve as compared to existing conditions.

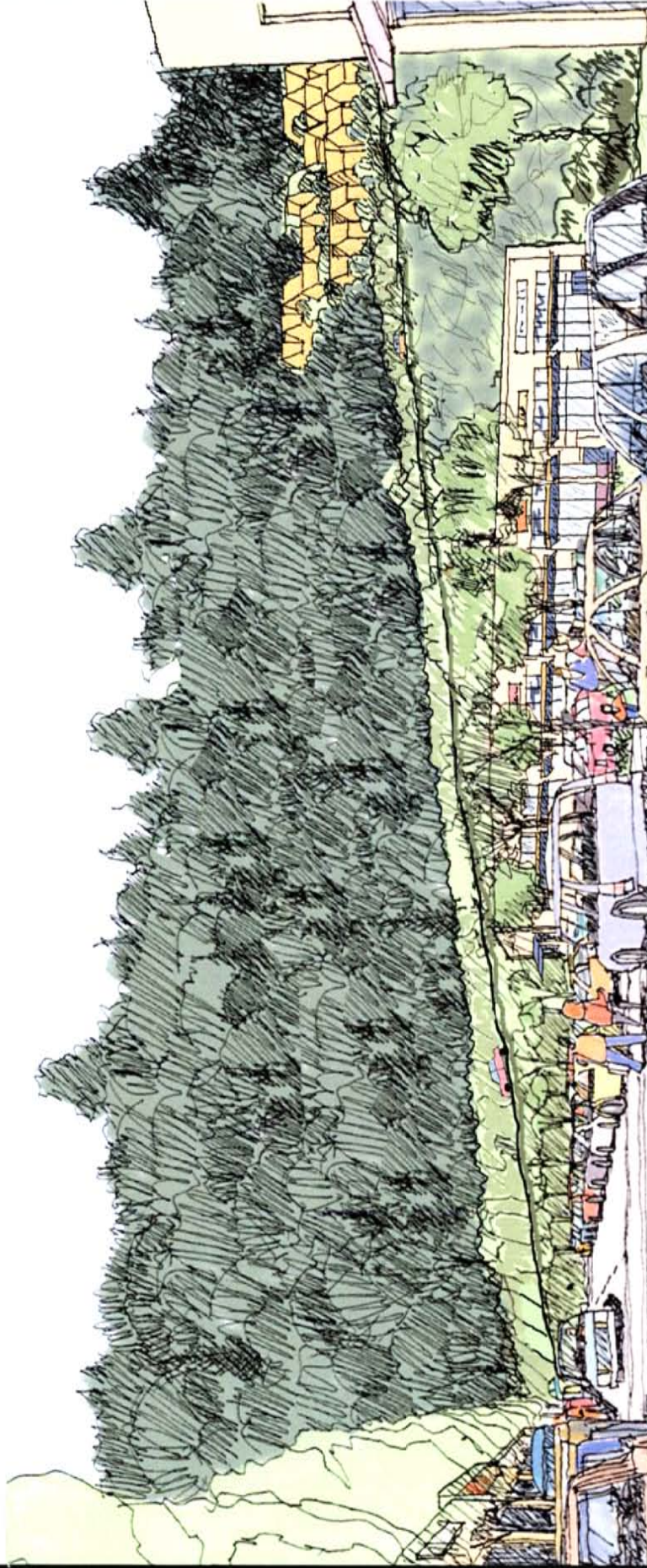
### **Light and Glare**

Long-term light and glare impacts under Alternatives 1 and 2 would include exterior lighting associated with buildings, walkways, and roads. Added light and glare would be associated with increased traffic on area roadways. In campus research/office and retail areas of the site, light would be generated by vehicular traffic, parking areas and street lighting and by interior and exterior building illumination. In residential areas, light would be emitted from automotive headlights, street lights and interior and exterior lighting. Light levels would be higher in the evenings and during the winter months. Glare in residential areas, as well as in the campus research/office and retail areas, would depend upon specific materials used in construction. New sources of glare from the site under Alternatives 1 and 2 could include reflection from building facades and windows, and reflections from automotive traffic. Specific glare impacts would depend upon the degree of reflective surface (glass windows) used in the buildings. Specific building design plans have not been established; however, a general conclusion can be drawn. Because the number of buildings and number of vehicles in the site area would be greater than under existing conditions, the amount of overall potential glare generated on the site would be greater than under existing conditions. However, glare impacts would not be expected to be significant.

### **Indirect/Cumulative**

Development of the site under Alternatives 1 and 2 would represent an extension of the pattern of urban development present in adjacent areas to the west, north and east of the site. Alternatives 1 and 2 would result in substantial changes to the aesthetic/visual character of the site and surrounding areas. Based on the character of existing development in the surrounding areas, such changes would not be considered significant impacts. No significant cumulative impacts would result.





Located 200' east of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the east side of Southcenter Parkway.

Source: CollinsWoerman



Figure 3.11-21  
View 6: Alternative 1

Tukwila South  
Project EIS



Alternatives 1 and 2 would add to cumulative light and glare in the area. This would occur from added traffic on area roads generated by development; this traffic would generate some increased light and glare on area roads during early morning and evening/nighttime hours. Alternatives 1 and 2 would also add to overall nighttime lighting in the area associated with street lighting and buildings.

### **No Action Alternative**

Under the No Action Alternative, there would be no initial infrastructure development phase and realignment of S 178<sup>th</sup> Street. No comprehensive stormwater system for the site would be constructed at the outset of development. The off-channel habitat restoration area would not be created, nor would existing Johnson Ditch be realigned or wetlands in agricultural use restored. Mass site grading would not occur; instead, grading of parcels to be developed would occur incrementally over the 25-year buildout period as parcels are developed based on market conditions. The existing Segale Business Park would remain.

As described above, no specific development plan for buildings on the site has been formulated for any of the EIS alternatives. The No Action Alternative provides an assumption of potential development on the site that could occur, if the Proposed Actions are not approved and implemented.

### **Aesthetics**

The aesthetic character of the site under the No Action Alternative would remain consistent with an industrial and agricultural character. The existing character of low-density industrial development present in the northern portion of the site under existing conditions would intensify over time and would transition to the central portion of the site. Development would include surface parking lots, and would represent a more suburban, single-occupant vehicle-oriented environment.

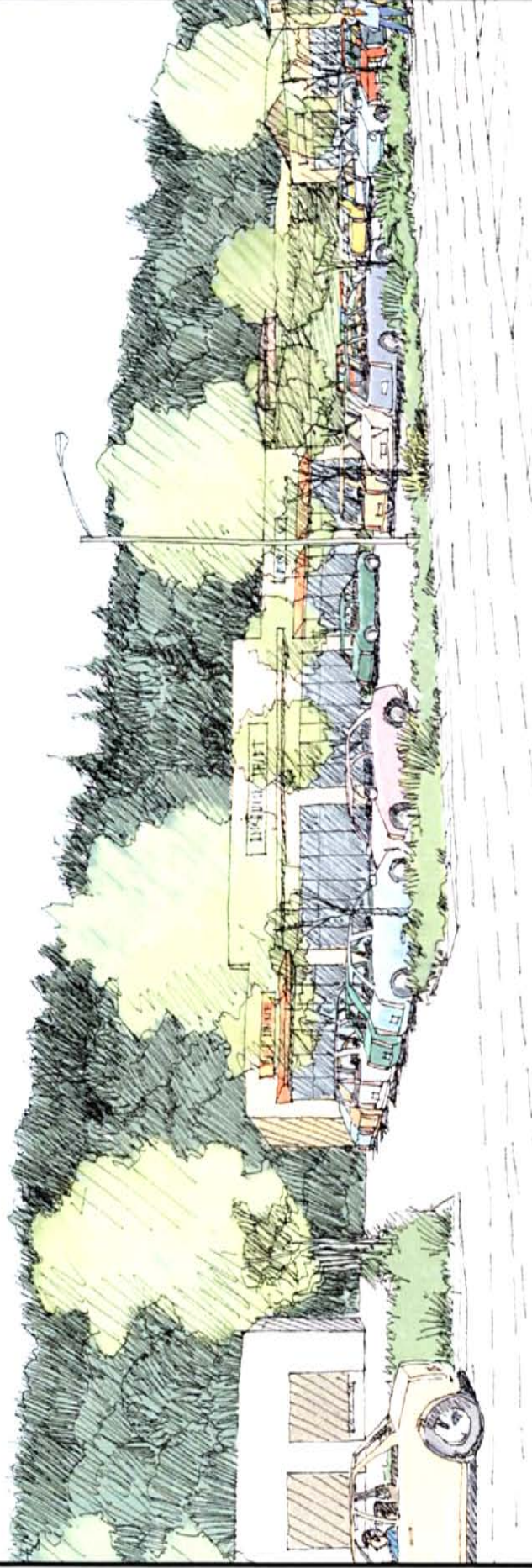
Views to the site from the western hillside would change to some degree, with added industrial and retail buildings visible. Views to the site from the north would change to a more limited degree. Big box retail uses could be developed near Southcenter Parkway and could be visible from areas north of the site.

Views to the site from the east would change marginally, with industrial/warehouse uses in the central portion of the site. Landscaping would likely be more limited than under Alternatives 1 and 2, given the industrial nature of assumed development.

Views to the site from the south would not change, as the southern portion of the site would not be developed and agricultural uses would remain. The southwest portion of the site (in Planning Area G; see Figure 2-3) would be developed in primarily retail uses.

### ***View Analysis Locations***

A view analysis was conducted for the No Action Alternative at the six locations that were analyzed for Alternatives 1 and 2. The potential views under the No Action Alternative are represented in Figures 3.11-22 through 3.11-25.



Looking West: Located 100' north of the intersection of Southcenter Parkway and Segale Park Drive "C"; on the north side of Segale Park Drive "C".

Source: CollinsWoerman



Figure 3.11-22  
View 2: Alternative 3

Tukwila South  
Project EIS



Looking South: Located 100' east of the Green River Trail  
within Briscoe Park.

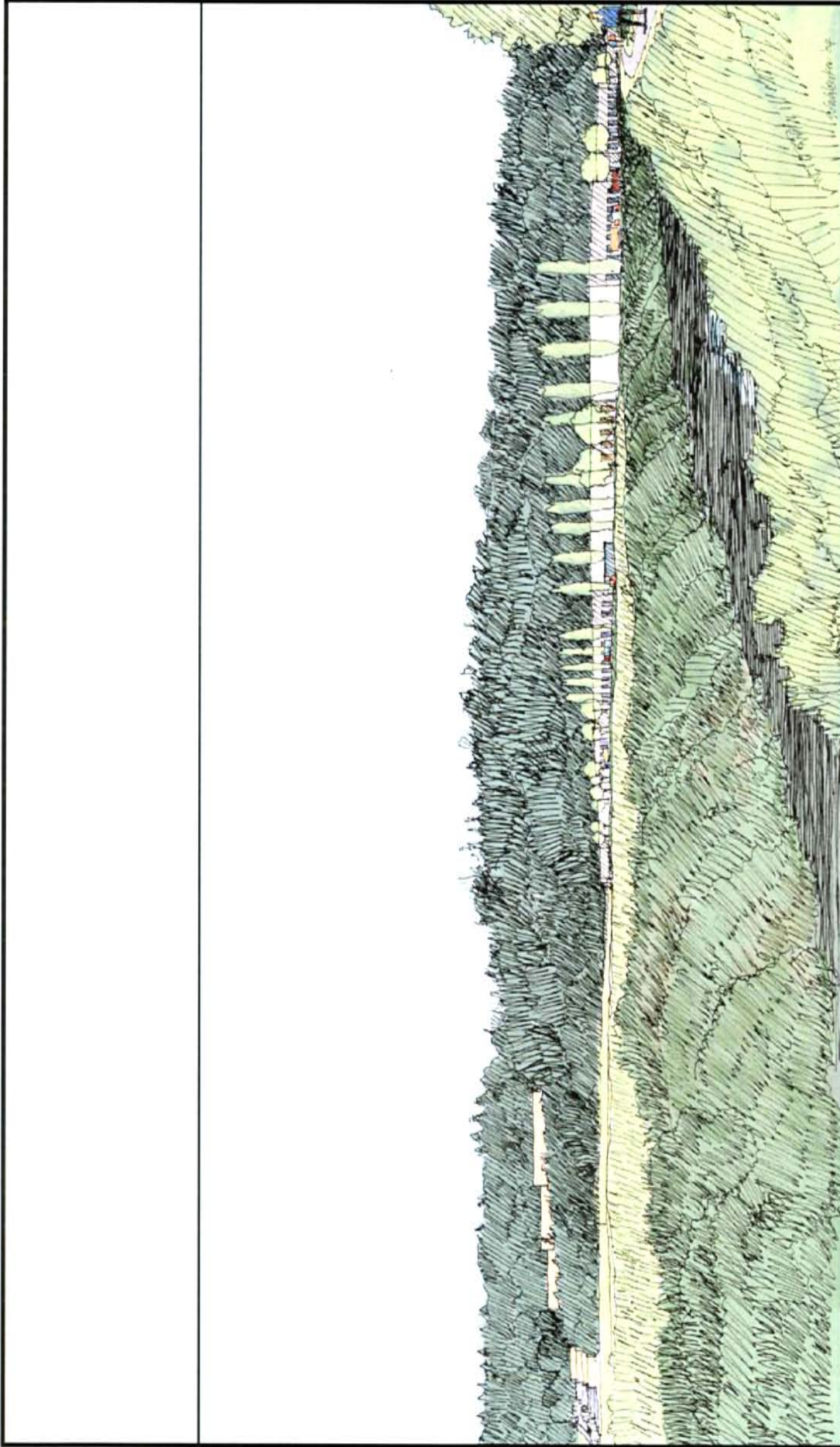
Source: CollinsWoerman



Figure 3.11-23  
View 3: Alternative 3

Tukwila South  
Project EIS





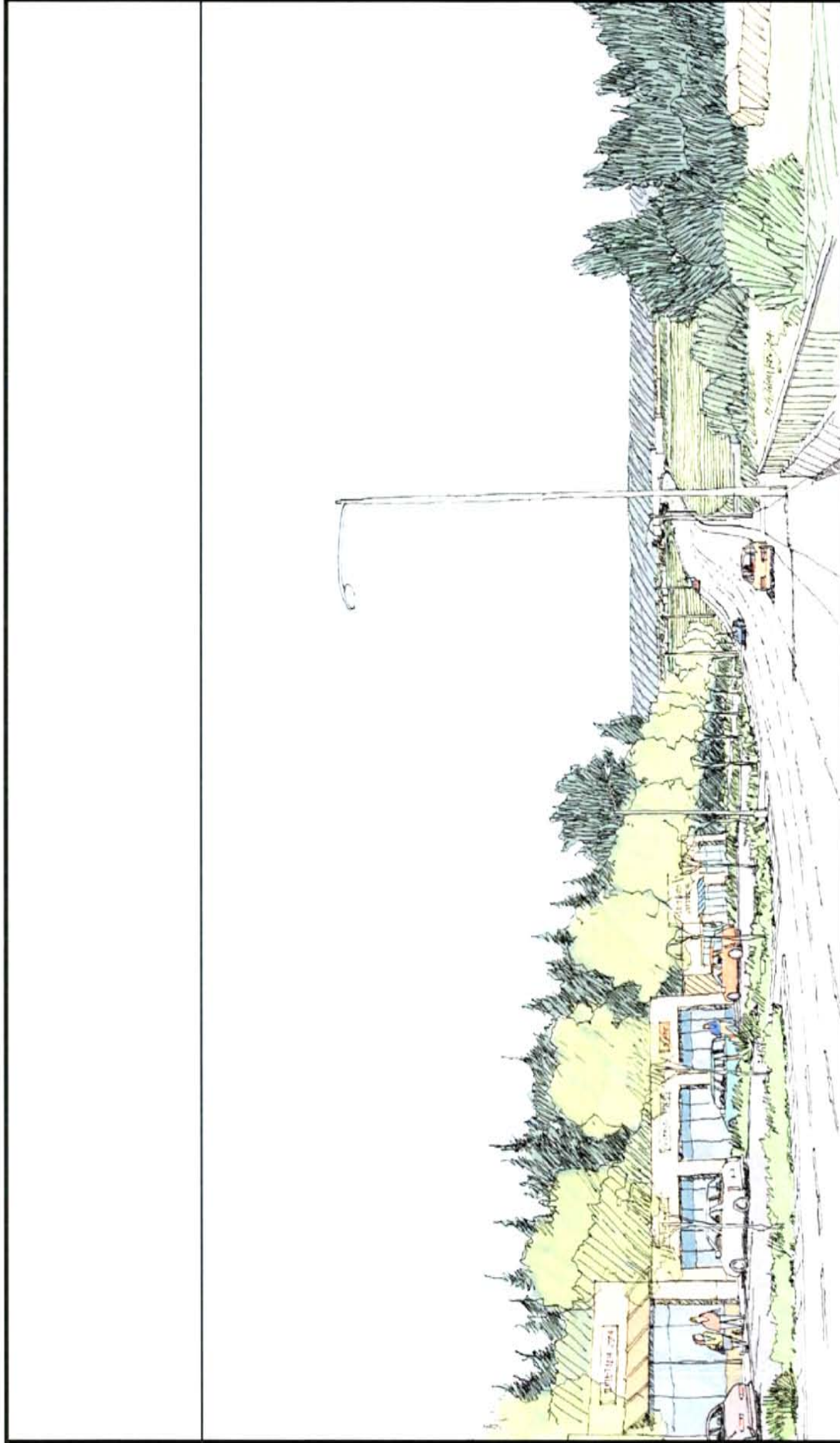
Looking West: Located 100' north of S 200th Street  
along the Green River Trail.

Source: CollinsWoerman



Figure 3.11-24  
View 4: Alternative 3

Tukwila South  
Project EIS



Located 100' east of the intersection of Orillia Road and S 200th Street; on the south side of S 200th Street.

Source: CollinsWoerman



Figure 3.11-25  
View 5: Alternative 3

Tukwila South  
Project EIS

**View 1.** View 1 would not change materially from existing conditions, as the majority of the site north of S 180<sup>th</sup> Street would not be developed, and S 178<sup>th</sup> Street would not be realigned (see Figure 3.11-14).

**View 2.** View 2 would change to include single-story retail development with surface parking between the buildings and the street, and the hillside visible in the background, as compared to the small farm under existing conditions. S 178<sup>th</sup> Street would not be relocated in this location, as compared to Alternatives 1 and 2. The character of this view would represent a more auto-oriented retail development, rather than a more urban retail development under Alternatives 1 and 2. (see Figure 3.11-22).

**View 3.** The view from Briscoe Park to the central portion of the site would include low-rise industrial/warehouse buildings, whose primary exterior features would be tilt up concrete facades and loading bays. There would be a limited amount of landscaping surrounding these buildings (see Figure 3.11-23). A major contrast in scale would be evident, as compared to Alternatives 1 and 2.

**View 4.** The view from the Green River Trail toward the southern portion of the site would include the vegetated riverbank in a similar condition as currently exists, with industrial/warehouse buildings visible in the background. As in View 3, the primary exterior features of these buildings would be concrete facades and loading bays. Agricultural fields would continue to dominate the view (see Figure 3.11-24). Again, a major contrast in scale would exist.

**View 5.** The view of the southern entrance to the site would change to include one-story retail development on the north side of the S 200<sup>th</sup> Street (as under Alternatives 1 and 2), while the south side of S 200<sup>th</sup> Street would remain in agricultural use, as under existing conditions (see Figure 3.11-25).

**View 6.** Similar to View 2, View 6 would change to include single-story retail development with surface parking between the buildings and the street, and the hillside visible in the background, as compared to the small farm under existing conditions. S 178<sup>th</sup> Street would not be relocated in this alternative, as compared to Alternatives 1 and 2. The character of this view would represent a more auto-oriented retail development, rather than a pedestrian-friendly, more urban retail development under Alternatives 1 and 2 (Figure 3.11-22 [View 2] represents the type of development that would be visible in View 6).

In conclusion, the No Action Alternative would result in more limited changes to the aesthetic character of the site and views to the site as compared to Alternatives 1 and 2. The pattern of low-density industrial development that exists in the northern portion of the site would be replicated in the central and southwest portions of the site. Onsite natural areas (existing Johnson Ditch and wetlands in agricultural use) would remain in their existing condition. New onsite landscaping would likely be more limited than under Alternatives 1 and 2, and development would be served by surface parking lots, with a more vehicle-oriented environment.

Overall, development of the site under the No Action Alternative would represent an extension of the pattern of low-density industrial/retail uses in the surrounding area. This would represent a more suburban character, as compared to Alternatives 1 and 2.



## Light and Glare

Development under the No Action Alternative would add light and glare to the site. Added light and glare would be considerably less than under Alternatives 1 and 2. New sources of light and

glare would include street lighting and building exterior lighting associated with industrial, warehouse and retail uses. Big box retail uses in the northwest and southwest portion of the site would likely include evening and some nighttime lighting of parking areas.

There would be some added light and glare associated with increased traffic on roadways on the site and in the vicinity, but to a much lower degree than under Alternatives 1 and 2.

The No Action Alternative would add somewhat to cumulative light and glare in the area, based on added traffic on area roads and additional building development. It is unlikely that the No Action Alternative would add significantly to overall nighttime lighting in the area.

### 3.11.3 Mitigation Measures

- The proposed Tukwila South Master Plan would include urban design principles that would apply to future development of the site, to achieve a consistent aesthetic character.
- Under the proposed Master Plan, approximately 20 to 25 percent of the site would be retained in some form of open space, including retention of the majority of the western hillside, creation of new habitat areas and rehabilitation of wetlands, in addition to open space areas within developed areas. This open space would serve to soften the scale of development on the site and provide visual relief from surrounding areas.
- Under the proposed Master Plan, amenities such as landscaped areas, urban plazas, courtyards, pedestrian/bicycle pathways and access to the Green River, would be incorporated into Tukwila South.

### 3.11.4 Significant Unavoidable Adverse Impacts

Alternatives 1 and 2 would result in the conversion of agricultural areas of the site to an urban mixed-use environment; the aesthetic/visual and light and glare impacts that would result from development of the site over the long term would not represent significant unavoidable adverse impacts.